

East Molesey Bridge Road
Conservation Area
Character Appraisal
&
Management Proposals



ENGLISH HERITAGE

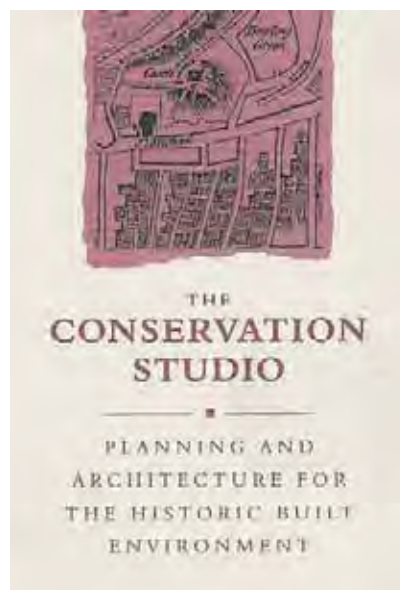


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East Molesey Bridge Road Conservation Area Character Appraisal & Management Proposals



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East Molesey Bridge Road Conservation Area Character Appraisal & Management Proposals

This document is one of the outcomes of the Community Heritage Initiative Project (CHIP), a partnership between Elmbridge Borough Council and English Heritage to encourage the local community to become involved with, and understand, their historic surroundings.

The document has been created through collaborative working by the East Molesey Conservation Area Working Group. The group included residents, representatives from a variety of historical, amenity and conservation societies (including the Conservation Area Advisory Committee), the Surrey County Council Historic Building Advisor, local Councillors, and officers from Elmbridge Borough Council and English Heritage. The Conservation Studio was appointed as the heritage consultants to facilitate the project, organise training workshops and co-ordinate and produce the Appraisal and Management Proposals .

The designation, review, protection and management of conservation areas are part of the statutory duties of Elmbridge Borough Council as the local planning authority. However community involvement is essential in understanding the special nature and different issues for each individual conservation area. The Working Group identified a range of problems and issues and these were incorporated into the document at its initial draft stages. This document has also been the subject of wider public consultation for a six-week period commencing on the 8th December 2005 and where relevant, the comments received have been incorporated within the final document.

This guidance document will be used to refer to and in the interpretation of existing policies in the Replacement Elmbridge Borough Council Local Plan 2000 (REBLP 2000); in the preparation of the Local Development Framework (LDF); as a basis for understanding the area; and as a tool to inform decision making, monitoring and management. It will be the subject of an ongoing five-year review, providing the opportunity to bring it into the LDF process. The document was considered and endorsed by the Elmbridge Borough Council Planning Committee on 18th April 2006.

The document is available in PDF format on the Council's website www.elmbridge.gov.uk and to purchase in printed form from Elmbridge Borough Council.

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Part I CONSERVATION AREA CHARACTER APPRAISAL

1	INTRODUCTION	6
2	LOCATION AND SETTING	7
	<ul style="list-style-type: none">• Location• Boundaries• Topography and landscape setting• Geology• Archaeology	
3	THE HISTORICAL DEVELOPMENT OF THE VILLAGE	8
4	SURVIVING HISTORICAL FEATURES WITHIN THE CONSERVATION AREA	10
	<ul style="list-style-type: none">• Summary of historical features• Street pattern and building plots	
5	THE CHARACTER AND APPEARANCE OF THE CONSERVATION AREA	13
	<ul style="list-style-type: none">• Townscape analysis• Summary of townscape features• Current activities and uses• Focal points, views and vistas• Open spaces, landscape and trees• Public realm: Floorscape, street lighting and street furniture	
6	THE BUILDINGS OF THE CONSERVATION AREA	17
	<ul style="list-style-type: none">• Architectural styles and detailing• Boundaries• Listed buildings• Locally listed buildings• Significant unlisted buildings	
7	NEGATIVE FEATURES AND ISSUES	18

Part 2 CONSERVATION AREA MANAGEMENT PROPOSALS

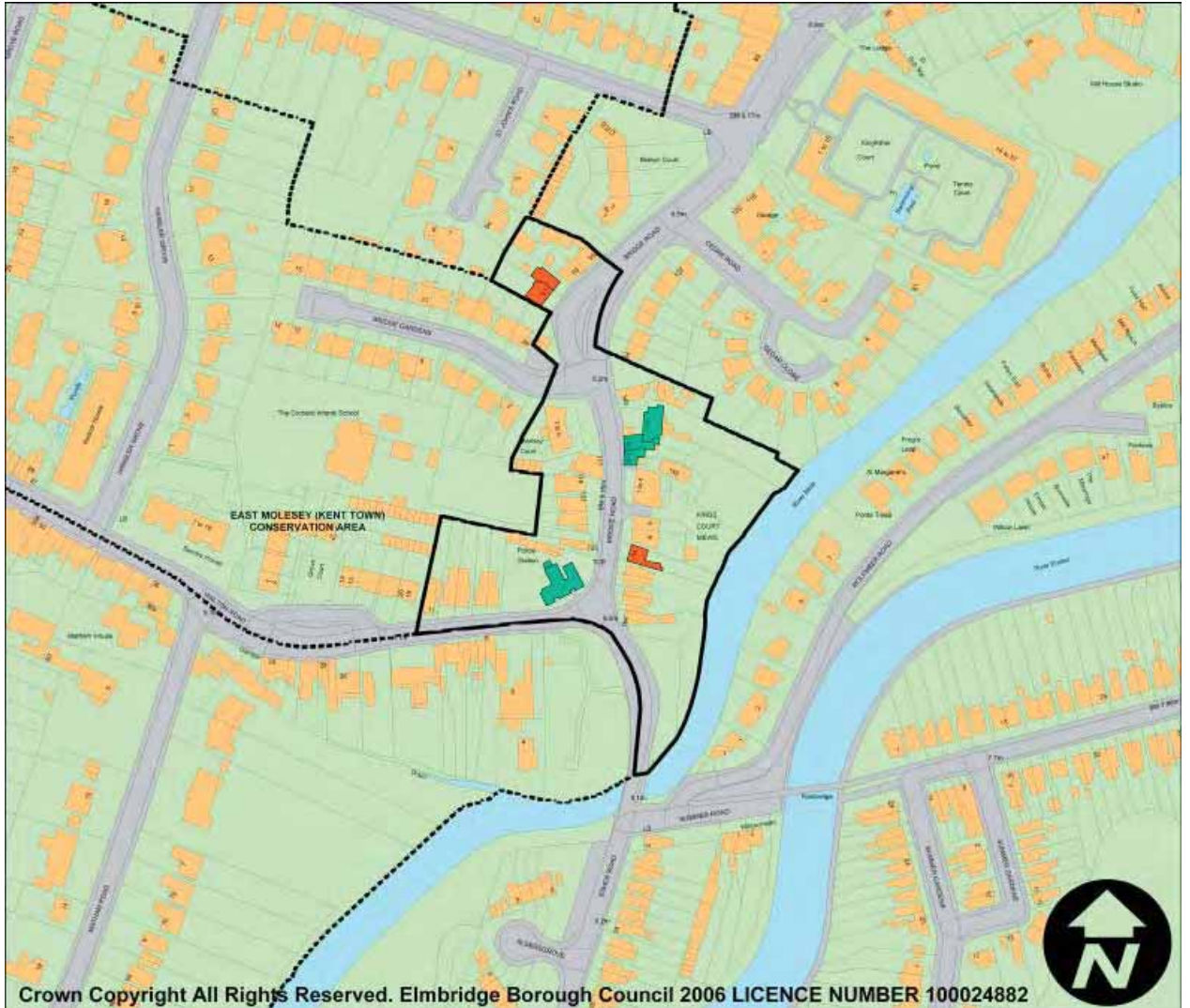
1	INTRODUCTION	20
2	MONITORING AND REVIEW	26

APPENDICES

Appendix 1	Guidelines for new development	28
Appendix 2	Historic boundary walls in East Molesey	30
Appendix 3	Further reading and information	34

MAPS

Location Plan	5
Townscape Analysis Map	19



LOCATION PLAN

I INTRODUCTION

The Bridge Road Conservation Area incorporates some of the oldest parts of the original village of East Molesey and is located less than a mile from the historic Hampton Court Palace and the River Thames. It is a small and compact area, based along a historic road and containing a variety of attractive buildings, several of which are of architectural and historic interest.

The conservation area was designated on 30th August 1989 by Elmbridge Borough Council. Conservation areas are designated under the provisions of Section 69 of the Planning (Listed Buildings and Conservation Areas) Act 1990. A conservation area is defined as “an area of special architectural or historic interest the character or appearance of which it is desirable to preserve or enhance”.

Section 71 of the same Act requires local planning authorities to formulate and publish proposals for the preservation and enhancement of these conservation areas. Section 72 also specifies that, in making a decision on an application

for development within a conservation area, special attention must be paid to the desirability of preserving or enhancing the character or appearance of that area.

In response to these statutory requirements, this document defines and records the special architectural and historic interest of the conservation area and identifies opportunities for enhancement. It is in conformity with English Heritage guidance as set out in “*Guidance on conservation area appraisals*” (August 2005) and “*Guidance on the management of conservation areas*” (August 2005). Additional government guidance regarding the management of historic buildings and conservation areas is set out within “*Planning Policy Guidance 15: Planning and the Historic Environment*” (PPG15).

This document seeks to:

- Define the special interest of the conservation area and identify the issues which threaten the special qualities of the conservation area (in the form of the “Appraisal”);
- Provide guidelines to prevent harm and achieve enhancement (in the form of the “Management Proposals”).

This document therefore provides a firm basis on which applications for development within the East Molesey Bridge Road Conservation Area can be assessed. It should be read in conjunction with the wider adopted development plan policy framework produced by Elmbridge Borough Council. These documents include:

- (i) *The Replacement Elmbridge Borough Local Plan 2000*: Chapter 8 addresses the historic built environment. The management of conservation areas is covered by policies HEN9-15 inclusive;
- (ii) *The Adopted Surrey Structure Plan 2004*: Provides strategic guidance for the built environment for the period to 2016.



Aerial view of the conservation area

2 LOCATION AND SETTING

LOCATION

Bridge Road, East Molesey is located to the south of the River Thames, and immediately to the north and west of the River Mole and Ember. Bridge Road links Walton on Thames with Hampton Court, the site of the famous Tudor royal palace. Esher lies approximately five kilometres to the south.

BOUNDARIES

The conservation area is small and includes a short section of Bridge Road between the Bridge Gardens and Cedar Road junctions, stretching down to the bridge over the River Mole at the eastern end of Walton Road. It includes part of Walton Road to the west, and to the east and south, the River Mole creates a clearly defined boundary.

TOPOGRAPHY AND LANDSCAPE SETTING

The area has slight topography. The land rises very gently from the River Mole in the south and east towards the north. It forms part of the historic flood plain between the rivers Thames and Mole/ Ember. This is reflected in the gentle meanders of the Mole and less natural curve of the River

Ember, which was canalised in the later 20th century.

Bridge Road is a serpentine corridor with the built frontages creating a strong sense of enclosure. It has a restricted contextual area by reason of the effective enclosure created by this frontage development and by the slight topography. The southern end of the area is undeveloped and open to the River Mole.

GEOLOGY

The underlying geology of East Molesey is clay, which is covered by gravel deposited at the end of the last ice age. On top of these are sediments laid down by the rivers Thames, Mole, and Ember, and by a number of smaller streams that feed into them.

ARCHAEOLOGY

The area has been identified as one of high archaeological potential and is identified in the Replacement Elmbridge Local Plan (2000) at Appendix C. Developers should refer to policy HEN17 and paragraphs 8.30-8.31 of the REBLP 2000 for further guidance.



Nos 95 - 97 Bridge Road

3 THE HISTORICAL DEVELOPMENT OF THE VILLAGE

The earliest record of Molesey is found in grants of land to Chertsey Abbey in the seventh century. These include estates at 'Muleseg'. The name derives from the Old English word for an island or river meadow compounded with the personal name 'Mul'. Muleseg literally means Mul's Island or Mul's Meadows in old English. The prefixes 'West' and 'East' appear in the 13th century, prior to which there was only one village at East Molesey. The historic name for the river Mole is the 'Emen' and it was not known as the Moule or Mole until around the 16th century.

Land in Molesey remained in the ownership of Chertsey Abbey for several hundred years following its founding in approximately 666, but by the 11th century had been divided between four thanes.

Following the Norman Conquest, William I gave manors in Molesey to two of his knights, Richard Fitzgilbert and Odard Balastarius, in return for military service. In the 14th century a descendant of Odard Balastarius, Isabella de Molesey, married a John de Matham and when she died he succeeded to her estate which was henceforward referred to as the manor of Molesey Matham. In addition to these two manors, three other small estates in Molesey appear in the Domesday Book, all of which had been granted to Richard Fitzgilbert. By the 12th century these three estates had been amalgamated into one manor owned by the d'Abernon family. In 1130 Engelram d'Abernon presented this manor to Merton Priory who owned the land for the next 400 years and it became known as the manor of Molesey Prior.

A church is first mentioned in the Domesday Book in what was to become East Molesey. This was replaced by a small flint church in the 12th century, which survived until it was damaged by fire in 1863. The parish took the opportunity to replace this structure by a large new church in the Early English Style which was consecrated in 1865. It retains memorials from the earlier church, including one to Anthony Standen, servant to the Earl of Darnley and his wife, Mary Queen of Scots.

Flooding was common in the medieval period, associated with the three neighbouring rivers and

the low-lying nature of the area. A ferry existed between East Molesey and Hampton Court until 1753 when a wooden bridge was built. This was replaced in 1778. An iron bridge was erected in 1865 which was succeeded by the present ferro-concrete bridge in 1933.

There were two manorial mills on the river Mole, both located outside the conservation area and originally grinding corn. The mill of Molesey Matham stood behind The Wilderness (to the west of the Old Village conservation area) and was known as Upper Mill. The second mill, which served the manor of Molesey Prior, was located near where Hampton Court Station is today and was known as either Lower or Stert Mill. Both mills were acquired by a John Samine during the mid-17th century for the manufacture of gunpowder.

During the early 16th century Cardinal Wolsey built Hampton Court Palace on the western bank of the Thames. After Henry VIII assumed ownership of the Palace he also acquired all the land in East Molesey formerly owned by the Priory. During his later years, when Henry found it difficult to travel to his favourite hunting grounds, he acquired further land between East Molesey and Oatlands, his palace in Weybridge, to form the Chase of Hampton Court. To connect the two palaces, a new road was created along the route of the present Hurst Road, by-passing the villages of East and West Molesey.

After Henry VIII's death in 1547 the Chase was disparted and the land either sold or leased. The freehold of the manor of Molesey Matham was sold by Charles I in 1632. The Manor of Molesey Prior remained Crown property and was let out on short leases until 1676 when a lease of 99 years was granted to James Clarke the then owner of the manor of Molesey Matham.

By 1774 both Molesey manors had been acquired by Beaumont Hotham and his brother-in-law, Thomas Sutton. In 1780 they demolished the mill buildings at Molesey Matham, the mill house becoming a country house and surrounding land converted into a large park later known as East Molesey Park. During the mid-19th century

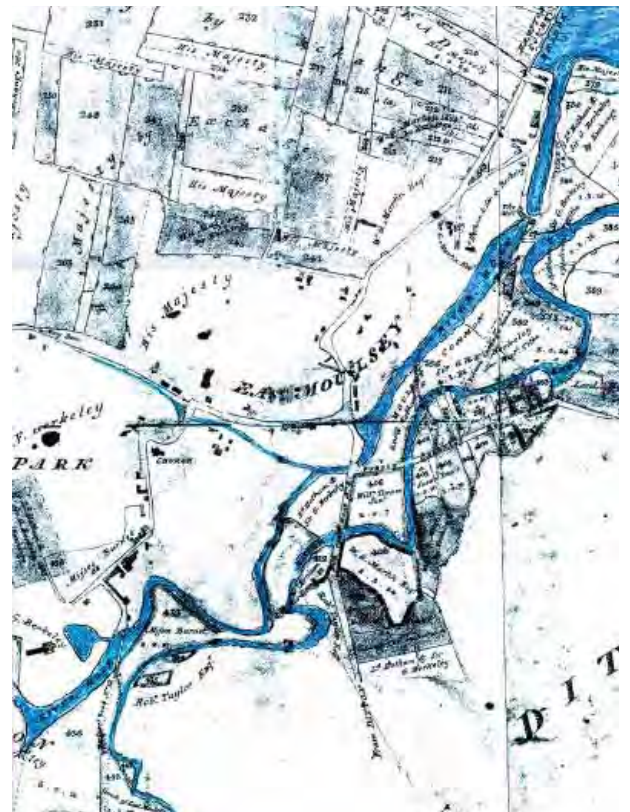
the property was owned by the Dowager Lady Clinton and after her death in 1876 the house was demolished and the whole East Molesey Park estate developed for residential properties.

The manor house for East Molesey Matham survives as no.6 Matham Road while the manor house for Molesey Prior, situated in Walton Road on the site of School Road, became a farmhouse until it was demolished in the late 19th century.

Before the arrival of the railway in the 19th century, the community of East Molesey was primarily engaged in agriculture. There was also employment related to the nearby Thames, such as boatbuilding, fishing and barging. During the 18th century, another riverside industry, tanning, took place in cottages and outbuildings on a site close to where Tanner's Bridge is now.

In 1849 the railway to London was opened, providing an impetus for the suburban expansion of Molesey. The principal developer was Francis Jackson Kent, a lawyer from Hampton. He acquired most of the land to the north of Walton Road and the Thames and laid it out for speculative residential development. Matham Road was developed in the third quarter of the 19th century.

East Molesey was originally part of the parish of Kingston-upon-Thames, although from Tudor times it elected its own officers and held rights which rendered it essentially independent until formally separated by Act of Parliament in 1769. In 1866 East Molesey adopted the Local Government Act of 1858, which authorised the setting up of an



Extract of Enclosure Map of 1821
© Surrey History Service

elected 'Local Board' in place of the former parish vestry. It was the only part of the new Borough of Elmbridge to have its own elected Council prior to the establishment of the Urban Districts in 1895. In 1933 the Surrey Review Order merged Molesey into the enlarged Urban District of Esher.

Famous local personalities include two highwaymen, Claude Duval (1643-70) and Jerry Abershaw (1773-1795).



Bridge Road Looking north

4 SURVIVING HISTORICAL FEATURES WITHIN THE CONSERVATION AREA

SUMMARY OF HISTORIC FEATURES:

- Historic highway linking East Molesey to Chertsey;
- No.117 Bridge Road (local list) incorporates a modest 17th century house;
- Brick boundary walls thought to date from the 16th and 17th centuries remain within private gardens in the conservation area (see Appendix 2);
- No.95-97 Bridge Road (grade II) dates from the late 17th century;
- No.154 High Street (grade II) dates from the 1830s;
- No.144-148 (local list) date from the 18th and 19th centuries;
- No.150 (local list) is the former village forge dating from the 19th century or earlier;
- The former King's Arms Public House of c1870;
- The Police Station (local list) dates from 1901.

STREET PATTERN AND BUILDING PLOTS

The Rocque map (c1770) provides the earliest surviving insight into the form of the area in the late 18th century. It confirms that Bridge Road had assumed its modern alignment by this date and surviving early buildings are identifiable.

A greater level of detail and reliability is provided by the 1781 map of the manors of Molesey Matham and Molesey Prior by Joseph Hodgkinson. This map confirms that development initially clustered towards the southern end of Bridge Road, immediately to the north of the bridge over the River Mole. Development was confined to the eastern side of the road with the exception of no.117 and nos.95-97, which were surrounded by undeveloped orchards and gardens. It is interesting to note that Fern Cottage (no.144) and the Old Forge (no.148) are shown on this map. The continuously developed street frontage illustrated to the south of no.148 has since been redeveloped during the early and late 19th century.



Extract of Rocque map (1770)
© Surrey County Council



No.117 Bridge Road: A 17th century cottage with 19th century additions and alterations.

At this date no.117 Bridge Road formed the eastern end of a short terrace of cottages (formerly nos.102-115 Bridge Road) which dated from the 17th century and was only demolished in the mid 20th century. At the western end of the terrace was an attached barn with a pantiled roof.

The Ordnance Survey map editions of 1868 and 1895 confirm that during the 19th and early 20th centuries development (and redevelopment) along the road frontage served to consolidate the previously scattered and sporadic buildings resulting in the present built form.

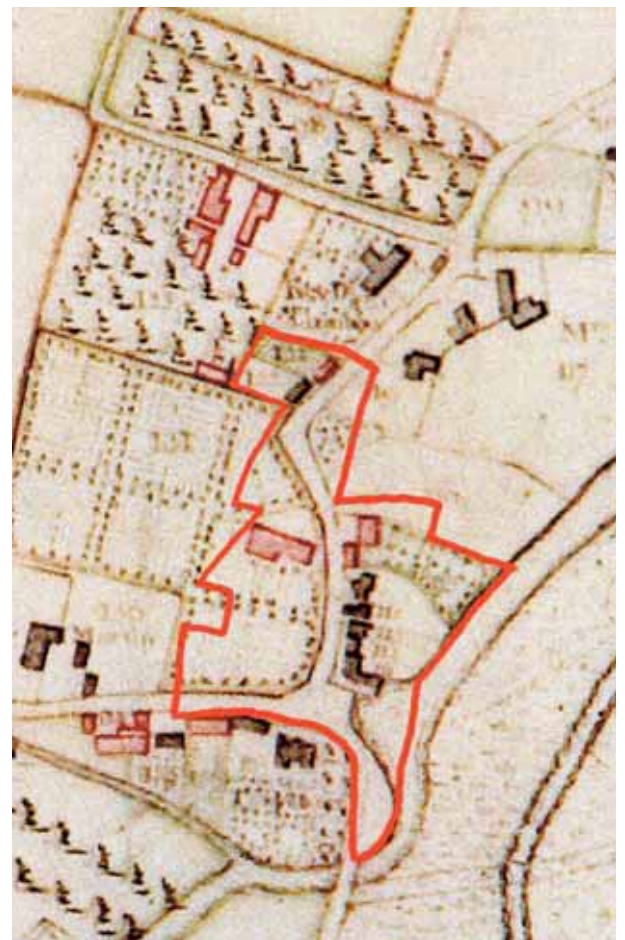
By 1895, development had commenced on the western street frontage. The two pairs of semi-detached villas at the eastern end of Walton Road (nos.3-9 odd) had been recently built together with no.125 Bridge Road.

Until the arrival of the railway, the area remained essentially a hamlet providing housing and local services, including village shops at nos.117 and 146, a school which occupied no.144, and a smithy at no.148. All of these buildings survive in a substantially unaltered form.

The Walton Road frontage development predominantly dates from the late 19th and 20th centuries but includes earlier isolated examples of houses from the 17th and 18th centuries reflecting the historic significance of the highway.

The winding historic carriageway of Bridge Road was straightened in the later 20th century. The River Mole and Ember were also subject to extensive intervention in the 1960s to alleviate historic flooding. This entailed the straightening of their meandering channels. The north bank of the River Mole now defines the southern boundary of the conservation area.

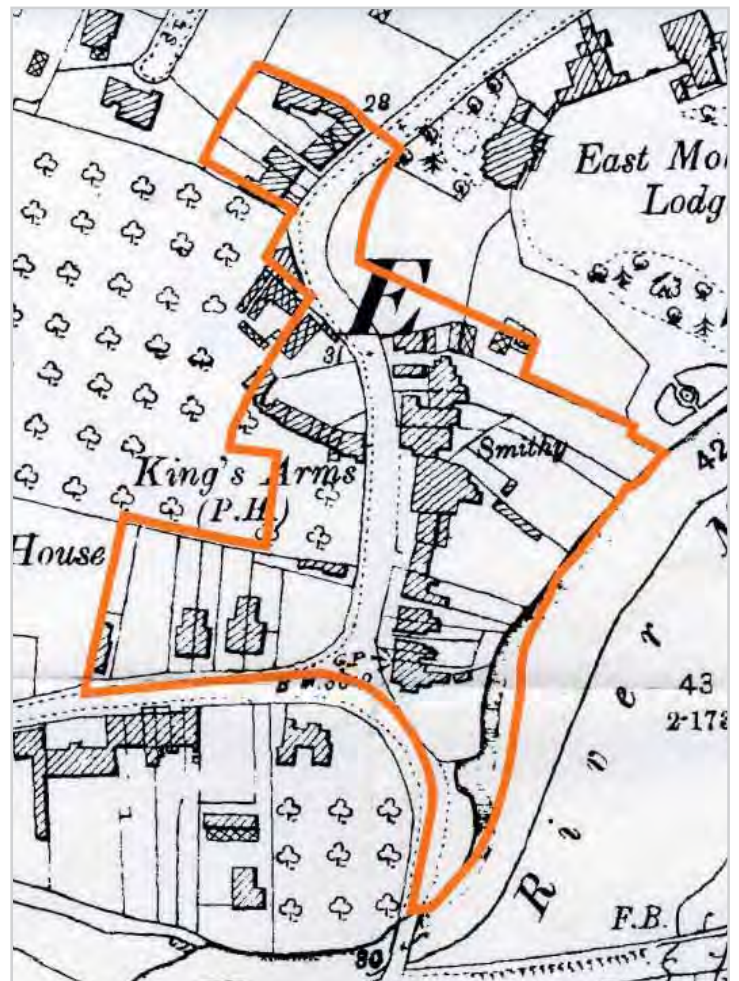
Plots on the east side of Bridge Road are generally more generous extending down to the River Mole. Plots on the west side are shallower and tightly defined by suburban development set immediately to their rear.



Joseph Hodgkinson 1781. Map of Manors of Molesey Matham and Molesey Prior. ©Surrey History Service



1868 Ordnance Survey 1st Edition. The eastern road frontage was defined by continuous development by the mid 19th century.



1895 Ordnance Survey 2nd Edition. Development of the northern road frontage had begun along the eastern end of Walton Road.

5 THE CHARACTER AND APPEARANCE OF THE CONSERVATION AREA

TOWNSCAPE ANALYSIS

The conservation area is small in area and tightly drawn to include the road frontage development, set to the west and east of the carriageway. The area has much in common, in terms of townscape character, with Walton Road, which lies to the west within the Old Village Conservation Area.

The built form of the area is produced by a combination of the surviving scattered and sporadic development along the road from the 17th, 18th and early 19th centuries, consolidated by speculative suburban development during the later 19th and early 20th centuries. Despite alterations in the late 20th century the carriageway retains its serpentine historic character. The open space at southern end of the street, adjacent to the west bank of the River Mole, provides attractive views along the River Mole to the north. The junction of Bridge Road and Walton Road also provides an opportunity for long views of the broached spire of St. Mary's Church to the west within the Old Village Conservation Area. Views are also gained to the north from the Esher Road bridge over the River Mole, across the open space to the

south and west of Bridge Road. From this point attractive views are gained of the Edwardian Police Station, set on north side of the road junction.

Views into Bridge Road, from the west along Walton Road, are closed by semi-detached, two storey brick faced housing dating from c1900. Nos.95 and 97 provide a focal point for long views to the north along Bridge Road. A blue cedar provides an important focal point at the southern end of Bridge Road, adjoining no.164 on the west side of the street. On the west side of Bridge Road, no.117 (The Buttonhole and residential development to rear) together with nos.144-148 opposite, form a visual pinch point.

The east side of Bridge Road is generally more cohesive in character with a robust group of predominantly later 19th century buildings of two storeys in height defining the street frontage, from no.140 in the north to no.164 in the south. With the exception of Wolsey Court, a three storey post-war block of flats on the west side of the street adjoining Bridge Gardens, development framing the street is generally of two storeys in height, with High House (no.154) and the adjoining



Views to the south down Bridge Road. Road markings emphasise the serpentine form of the highway

late 20th century three storey development (nos.5 and 8 Bridge Court Mews) being the exceptions. An important group of trees is set within the verge, providing a valuable screen in front of Wolsey Court. Development is generally set behind shallow front garden areas, with many open forecourts as a result of the conversion of front gardens to create hardstandings for parking.

The boundaries of the existing conservation area have been examined and it is recommended that no changes are made.



No.154 is a typical early 19th century townhouse.

SUMMARY OF TOWNSCAPE FEATURES

- Winding road of Norman origins with surviving historic, predominantly residential, development enclosing both sides of the road;
- The majority of development is set back from road frontage behind shallow front garden areas and takes the form of detached and short terraces of houses and former shops;
- Numerically, two storey, red brick semi-detached housing of c1900 is the main building type;
- Within the area are surviving examples of housing dating from the 17th century (no.117

and no.95-7), 18th century (no.144) and early 19th century (no.154);

- The impressive Edwardian Police Station (opened 1901) is prominently set on the north side of the junction of Bridge Road and Walton Road;
- The former 19th century village forge (nos.146-150);
- Attractive views along River Mole to the north-east, from the open space at the extreme southern end of area, adjoining the Esher Road bridge.

CURRENT ACTIVITIES AND USES

In the early 20th century, Bridge Road was an area of mixed uses with shops, a forge and a police station. Today, the area is increasingly dominated by residential uses, associated with the conversion of former commercial premises such as the former Kings Arms, no.152 (now 1-4 Kings Court). The Buttonhole, no.117, is the only remaining retail premises still trading.



The Police Station (1901) is an important building with a robust architectural character.

FOCAL POINTS, VIEWS AND VISTAS

These are shown on the Townscape Analysis Map, as follows:

- To the north and east from the Esher Road Bridge over the River Mole;
- To the north and west from the junction with Walton Road;
- To the south from crescent shaped central reservation outside nos.93-7 Bridge Road;
- The spire of St. Mary's Church from the east end of Walton Road;
- To the west along the River Mole from the Esher Road bridge.



Traditional teak benches at the southern end of Bridge Road are appropriately informal to the character of the area.



The River Mole defines the eastern boundary of the area.



Looking north towards nos 93 - 97 Bridge Road.



Trees at the southern end of Bridge Road provide a 'soft' edge and focal point.

OPEN SPACES, LANDSCAPE AND TREES

The deep verge at the south-east end of Bridge Road, adjoining the Esher Road bridge over the River Mole, provides the sole example of dedicated public open space. This area is an important informal recreation space with seating, enclosed to the rear by trees and shrubs. At the northern end of the conservation area a small crescent-shaped lawned area is set between the road carriageways. This provides a potentially attractive setting to nos.93-97 Bridge Road.

PUBLIC REALM: FLOORSCAPE, STREET LIGHTING AND STREET FURNITURE

There is no remaining historic floorscape in the conservation area. Lighting is by late 20th century utilitarian columns, and street furniture is restricted to traditional teak park benches within the green spaces to the north of the Esher Road bridge over the River Mole.

6 THE BUILDINGS OF THE CONSERVATION AREA

ARCHITECTURAL STYLES AND DETAILING

Bridge Road has surviving street frontage development dating from the 17th to the 20th centuries. This built heritage illustrates the transition of the area from a rural community to part of greater London by the later part of the 19th century. Development occurs generally as semi-detached pairs or in short terraces. The 17th century is represented by no. 117 Bridge Road (rendered brick) and nos. 95-7. These are all two storeys in height with steeply pitched, gabled roofs, faced in hand made clay tiles. No. 97 has replacement cross windows typical of the later 17th and early 18th centuries.

The 18th century is represented by Fern Cottage, no. 144, which has a steeply pitched, hipped roof (now covered in Welsh slate but probably clay tiled originally), with two storey elevations of painted brick and hornless multi-paned sash windows set in reveals, typical of the later 18th century. The rear of the property is roofed in pantiles.

The Regency and early Victorian periods are represented by no. 154, a typical three storey town house, faced in buff brick with a parapet and multi-paned, hornless sashes set in reveals.

However, speculative suburban housing from the later 19th and early 20th centuries is the commonest building type in the area. Generally these are semi-detached with two storey elevations of red brick beneath a slate roof. The sash windows are horned and a four-paned or marginally glazed. Single and two storey canted bays are common, each with a hipped slate roof.

The former Kings Arms is a substantial public house of c1870. This has an urban scale and character with rendered elevations of two tall storeys. The large horned, plated sashes are set within moulded architraves, whilst the first floor tripartite sashes have segmental pediments carried on consoles in a derivative Italianate style.

Shops within the area are both conversions or extensions of earlier domestic buildings. No. 144a and 'The Buttonhole', no. 117 opposite, are single storey 19th century additions to earlier buildings. These retain simple, but attractive, period shop fronts. Immediately to the south is a short parade of purpose built shops (nos. 117-121 odd). This 20th century parade is of two storeys in height and has a utilitarian appearance, marred by the removal of the shop front from no. 121.



A harmonious blend of new and old on the eastern side of Bridge Road



The former Kings Arms is a good example of a mid 19th century public house.

BOUNDARIES

There are a few surviving examples of low brick front boundary walls. Most have been removed to provide access to forecourt parking.

LISTED BUILDINGS

A listed building is one that is included on the Government's Statutory List of Buildings of Special Architectural or Historic Interest. These buildings are protected by law and consent is required from Elmbridge Borough Council before any works of alteration, extension or demolition can be carried out. Listed buildings are marked on the Townscape Appraisal map. These are:

- Nos.95-97 Bridge Road – Grade II;
- No.154 (High House) Bridge Road – Grade II.

LOCALLY LISTED BUILDINGS

These are buildings which have been identified by Elmbridge Borough Council as being individually of special architectural or historic interest but falling just 'beneath the line' for inclusion within the statutory list or simply inexplicably omitted. They are:

- No.144 (Fern Cottage) Bridge Road;
- Nos.146 and 148 Bridge Road;
- The Police Station, Walton Road junction.

SIGNIFICANT UNLISTED BUILDINGS

A number of unlisted buildings have been identified on the Townscape Appraisal map as being "Significant Unlisted Buildings" with townscape merit. These buildings vary, but commonly they will be good examples of relatively unaltered historic buildings where their style, detailing and building materials provides the streetscape with interest and variety. Most importantly, they make a positive contribution to the special interest of the conservation area. Where a building has been heavily altered, and restoration would be impractical, they are excluded.

Government guidance in PPG15 'Planning and the historic environment' advises that a general presumption exists in favour of retaining those buildings which make a positive contribution to the character or appearance of a conservation area (paragraph 4.27 PPG15). The guidance note states that proposals to demolish such buildings should be assessed against the same broad criteria as proposals to demolish listed buildings.



Fern Cottage is an attractive locally listed building dating from the 18th century.

7 NEGATIVE FEATURES AND ISSUES

INTRUSIVE TRAFFIC

Bridge Road is subject to heavy traffic. This detracts from the environmental quality and attractiveness of the area. There is no easy remedy to this situation. Arguably, traffic is part of the character of the area but does undermine the perceived safety of pedestrians and may contribute to the marginal viability of the retail frontages.



Busy traffic along Bridge Road.

INCOHERENT PUBLIC REALM

The area suffers from a generally weak and uncoordinated floorscape and public realm with inappropriate surfacing, furniture and lighting.

INAPPROPRIATE ALTERATIONS TO BUILDINGS

Both the domestic and commercial buildings are suffering from an incremental loss of architectural detail, including the installation of replacement windows and doors constructed of incompatible materials and inappropriate design.



Poor quality paving in Bridge Road.

THE LOSS OF TRADITIONAL FRONT BOUNDARIES

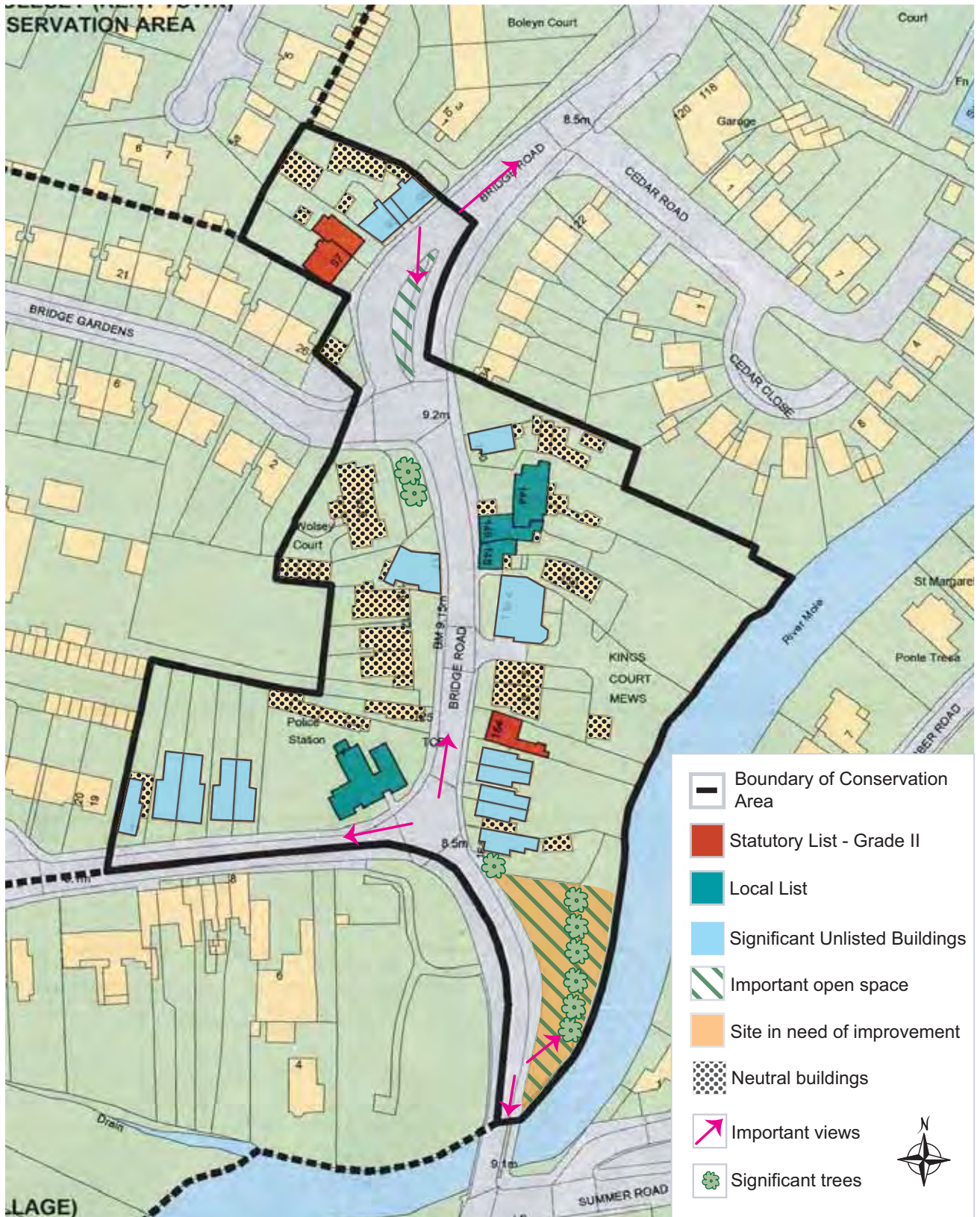
Given the high levels of private car ownership in the area and the inevitable pressure for car parking, there is evidence that front boundary enclosures are being removed and gardens surfaced to provide car parking. This is detracting from the character and appearance of the conservation area.

THE MARGINAL VIABILITY OF RETAIL FRONTAGES

The small independent retail shops on Bridge Road are inevitably struggling to compete against the national retailers within the nearby town centres. Bridge Road also suffers from low foot-fall, partly as a result of the heavy traffic on this important thoroughfare. Many of the shops have good quality shop fronts which are potentially threatened by changes of use.



Loss of front boundaries



East Molesey (Bridge Road) Conservation Area
Townscape Analysis Map

I INTRODUCTION

I.1 LEGISLATIVE BACKGROUND

The designation and appraisal of any conservation area is not an end in itself. The purpose of this document is to present proposals to achieve the preservation and enhancement of the conservation area's special character, informed by the appraisal, and to consult the local community about these proposals. The special qualities of the area have been identified as part of the appraisal process in the first section of this document and both will be subject to monitoring and reviews on a regular basis.

This guidance draws upon the themes identified in Section 7 of the conservation area appraisal 'Negative features/issues'. The document satisfies the statutory requirement of section 71(1) of the *Planning (Listed Buildings & Conservation Areas) Act 1990* namely:

"It shall be the duty of the local planning authority from time to time to formulate and publish proposals for the preservation and enhancement of any parts of their area which are conservation areas."

Section 69 [2] also states:

"It shall be the duty of the local planning authority from time to time to review the past exercise of functions... and determine whether any further parts of their area should be designated as conservation areas"

The document reflects Government guidance set out in Planning Policy Guidance 15 'Planning and the Historic Environment', English Heritage guidance titled 'Guidance on the management of conservation areas' (August 2005), Best Practice guidelines, policies within the Replacement Elmbridge Borough Council Local Plan [REBLP 2000], and any policies which supercede this in the LDF, together with published planning guidance such as the Elmbridge 'Residential Design Guide' and leaflets including 'Conservation Areas' and 'Shopfronts in conservation areas'.

It is recognised that this area is not one where large-scale development is likely to occur and generate major investment and improvements. It is important that the development control process ensures the preservation of special character and that opportunities are taken to identify and implement enhancements.

I.2 DESIGNATION AND EXTENSION

The appraisal has examined the conservation area boundaries and has not identified any adjacent areas which should be considered at this time as an extension of the existing conservation area of Bridge Road. It is significant that the boundaries of the Old Village Conservation Area and the Kent Town Conservation Areas both abut the Bridge Road Conservation Area.

I.3 STATUTORY CONTROLS

Designation as a conservation area brings a number of specific statutory provisions aimed at assisting the "preservation and enhancement" of the area. These controls include requiring Conservation Area Consent for the demolition of any unlisted building, fewer permitted development rights for alterations and extensions, restrictions on advertisements, and requiring notice for proposed tree works. These are outlined in the Council's guidance note 'Conservation Areas'.

RECOMMENDED ACTION: The Council will seek to ensure that all development within the conservation area seeks to preserve or enhance the character or appearance of the area in accordance with REBLP 2000 and other guidance.



Traditional joinery is important to the historic character of the area. (No. 164 Bridge Road).

1.4 LISTED BUILDINGS

Listed buildings are protected by law as set out in the Planning (Listed Buildings and Conservation Areas) Act 1990. The listing covers both the inside and outside of the building, and any structure or building within its curtilage which was built before 1947. “Listed Building Consent” is required from the Council for any work which affects the special architectural or historic interest of the listed building. There are presently three listed buildings within the conservation area.

Extensions and alterations to listed buildings should conform with policies HEN1-7 (inclusive) of the REBLP 2000, in accordance to the more detailed design advice in Part 2 of this document, and should generally:

- Take into account the prevailing forms of development;
- Complement the form and character of the original building;
- Be subordinate in bulk and scale to the principal building;
- Use high quality materials and detailing;

- Pay particular attention to roof lines, roof shape, eaves details, verge details and chimneys.

RECOMMENDED ACTION:The Council will seek to ensure that all works to listed buildings seek to preserve the building together with its setting and any features of architectural or historic interest which it may possess in accordance with REBLP 2000 policies and other guidance.

1.5 BUILDINGS OF LOCAL ARCHITECTURAL OR HISTORIC INTEREST AND SIGNIFICANT UNLISTED BUILDINGS

In addition to the listed buildings, there are many individual and groups of buildings and associated features which are of considerable local interest. These are included on a Local List and the Council will seek to retain these buildings and ensure that new development does not harm the character, appearance or setting of the building. There is a presumption that all such buildings will be retained. Policies HEN10-12 (inclusive) of the REBLP 2000 provides the criteria against which all such proposals for alterations will be assessed. There are presently four locally listed buildings within the conservation area.

The townscape appraisal also identified a number of additional unlisted buildings which it is considered make a positive contribution to the character and appearance of the conservation area, and these are marked on the Townscape Appraisal map. There are presently 15 Significant Unlisted Buildings within the Bridge Road Conservation Area. The Council will encourage all applications for extensions and alterations to these buildings to be particularly carefully considered

RECOMMENDED ACTION:The Council will seek to ensure that all Locally Listed and Significant Unlisted Buildings (as identified on the Townscape Appraisal map) are protected from inappropriate forms of development or unjustified demolition.



An unaltered pair of townhouses with surviving historic joinery. (Nos.7&9 Walton Road)

1.6 EROSION OF CHARACTER AND ADDITIONAL PLANNING CONTROL

The appraisal identified that the following alterations pose a threat to the special character of the area:

- loss of timber windows and doors;
- alterations to window/door openings;
- removal of redundant chimney stacks;
- painting of brickwork or application of render;
- removal of front boundary walling.

Certain minor works and alterations to unlisted buildings, in use as single family dwellings, can normally be carried out without planning permission from the Borough Council. Development of this kind is called “Permitted Development” and falls into various classes which are listed in the *Town and Country Planning (General Permitted Development) Order 1995*. These minor alterations can cumulatively have an adverse effect on the character and appearance of a conservation area.

Powers exist for the Council, known as Article 4(2) Directions, to withdraw some of these

permitted development rights in the interests of preserving and enhancing the character and appearance of the conservation area. This should be considered to prevent the further erosion of the historic character of residential properties, which if left unchecked, can cumulatively erode the special qualities which justified the original designation. It is therefore recommended that, subject to available resources, consideration be given to the use of the appropriate Article 4(2) Directions for locally listed buildings to prevent the further erosion of the townscape.



Forecourt parking is intrusive and harmful to the appearance of the area.

RECOMMENDED ACTION:The Council will seek to consider the need for Article 4(2) Directions, on a case by case basis, to ensure that the special qualities of locally listed buildings are protected.

RECOMMENDED ACTION:The Council will seek the retention of period shopfronts which contribute to the character and appearance of the area. Proposals for new or replacement shopfronts and changes of use will be assessed against policies in the REBLP 2000 and other guidance.

1.7 SHOPFRONTS

The conservation area contains a small number of commercial premises with historic shopfronts, sometimes incorporating elements of earlier fabric. The Borough Council has produced detailed advice on the design of new shopfronts entitled 'Shopfronts in conservation areas' (March 2002) and all such proposals will be assessed against policies HEN13 (Shopfronts within a conservation area), HEN14 (Blinds or Canopies within a conservation area) and HEN15 (Adverts in a conservation area) of the REBLP 2000. The appraisal raises issues of viability for the small independent retail shops with good quality shopfronts on Bridge Road and which could be vulnerable to change. Shopping policies such as STC8 and 9 within the REBLP 2000 provide support for these small, local units.

1.8 ADVERTISEMENTS

Within the conservation area there are a few shops set within what is essentially a residential area. It is important that strict controls are maintained regarding the detailed design of signs to preserve the character of the area.

RECOMMENDED ACTION:The Council will seek to ensure that all advertisement proposals respect the character and appearance of the conservation area, in terms of siting, number, colours, materials and form of illumination.



No.144a Bridge Road: A simple shop front which should be retained as part of local distinctiveness.

1.9 TREES

Within conservation areas, anyone intending lopping or felling a tree greater than 100 mm. diameter at 1.5 metres above the ground must give the Council six weeks written notice before starting the work. This provides the Council with an opportunity of assessing the tree to see if it makes a positive contribution to the character or appearance of the conservation area, in which case a Tree Preservation Order may be served. The appraisal identifies a number of significant trees on verges or within areas of public open space especially at the north and south east edges of the area, and elsewhere within private gardens.

RECOMMENDED ACTION:The Council will seek to consider the use of Tree Preservation Orders in appropriate circumstances where a tree has significant amenity value and is considered to be potentially under threat. This will include trees both within and outside the area where these contribute to the setting of the area or views identified in the appraisal. The Council will seek to consider tree planting as part of wider public realm improvements and enhancement schemes.

1.10 SETTING AND VIEWS

The setting of the conservation area is very important and development which impacts in a detrimental way upon the immediate setting and longer views into and from the conservation area will be resisted. The important views are identified on the townscape analysis map in the character appraisal. The Council will seek to ensure that all development serves to respect these important views. In particular, the open space surrounding the Rivers Mole and Ember is important to the contemporary setting of the area and also its historic landscape and development through proximity to Hampton Court and the rivers Mole and Ember.

RECOMMENDED ACTION: The Council will seek to ensure that all development respects the important views within, into and from the conservation area, as identified in the appraisal. The Council will seek to ensure that these remain protected from inappropriate forms of development and that due regard is paid to these views in the formulation of public realm works or enhancement schemes.

1.11 NEW DEVELOPMENT, RE-DEVELOPMENT, ALTERATIONS AND EXTENSIONS

It has already been noted that there are few opportunities for large-scale redevelopment within the conservation area, although some improvement or enlargement of the existing buildings may be possible subject to very rigorous controls, and there may occasionally be sites where completely new development is acceptable. However, in the conservation area, where the quality of the general environment is already acknowledged by designation, the Council will encourage good quality schemes that respond positively to their historic setting. Further guidance is found in Appendix 1.

RECOMMENDED ACTION: The Council will seek to determine applications with regard to the Council's adopted Design Guidance, REBLP 2000 policies and any policies which supercede this in the LDF.

1.12 BOUNDARY TREATMENTS

Traditionally, most boundaries in the conservation area are defined by attractive low brick walls. Sometimes, hedges are planted behind the wall to provide greater privacy and a softer appearance. There is an issue of front boundary walls being removed to accommodate car parking, which detracts from the character and appearance of the conservation area. The conservation area also contains an historic brick boundary wall dating from the 18th century which is located within private gardens. Details which are not traditional in the area include modern metal railings and timber fencing. It is important that materials and detailing found in the locality are used to help fit new development into its context. Modern alternatives, such as rendered concrete blocks, would not be acceptable.

RECOMMENDED ACTION: The Council will seek to resist proposals to remove traditional boundary walls or for new boundary treatments which fail to respect the form and materials of traditional boundary treatments in the area.

1.13 THE PUBLIC REALM AND ENHANCEMENT

The appraisal has not identified any remaining historic floorscape in the conservation area and much of the area has been resurfaced using modern materials. Lighting is provided by late 20th century, utilitarian columns. The present road layout reflects the historic street pattern and this is unlikely to be vulnerable to future change, although highway signage and other structures can serve to detract from the quality of the public realm and character of the area.

RECOMMENDED ACTION: The Council will seek to work with their partners at Surrey County Council to ensure that any highway works should bring a positive improvement to the conservation area and that all works accord with the spirit of English Heritage guidance.

The character appraisal identified the landscaped area at the eastern end of Walton Road (to the south of the junction with Bridge Road, adjoining the Esher Road bridge) as being of particular importance as a landscape and amenity area linking with the river. It is the principal area of public open space for informal recreation and, furthermore, the maturing trees within this area make a valuable landscape contribution on this prominent corner.

RECOMMENDED ACTION: The Council will endeavour to ensure that this area of public open space is appropriately managed and protected from development. It will explore landscape enhancements with the local community to improve the area, create visual links to the river and provide interpretation for the local history of the area.



Public open space next to Esher Road bridge

2 MONITORING AND REVIEW

The following actions are recommended to ensure that this appraisal and management proposals are accepted and acted upon by the local community:

2.1 PUBLIC CONSULTATION

The Bridge Road Conservation Area Appraisal and Management Proposals has been created by collaborative working through the East Molesey Conservation Area Working Group. This has been a partnership between Elmbridge Borough Council, the local community [including the Conservation Area Advisory Committee] and English Heritage. The programme was managed by heritage consultants from The Conservation Studio. The on-going exercise identified the key issues important to the area at an early stage and these have been incorporated into the documents. The appraisal and management proposals has been the subject to a six-week period of wider public consultation commencing on the 8th December 2005. This included consultation letters to all those within and adjacent to the conservation area, placing the document on the Council's website and in local libraries, consultation with local amenity and residents' groups, and the provision of a public exhibition in St Mary's Church Hall, East Molesey and the Civic Centre in Esher. The document has subsequently been amended to incorporate relevant comments and suggestions.

2.2 CONSERVATION AREA ADVISORY COMMITTEE

The Council has established a Conservation Area Advisory Committee (CAAC) which comprise a cross section of local people, including representatives of amenity associations and professional people. The Council consult the CAAC on applications affecting the character and appearance of the conservation area. The Committee also play an important role in the general care and monitoring of the conservation area and make proposals for its improvement. Volunteers have recently undertaken a 'Heritage Count', making a photographic record of all the buildings within the conservation area.

RECOMMENDED ACTION: The Council will continue to support and consult the CAAC on applications within the area and work together on recording and monitoring projects and identifying, and where appropriate, implementing, enhancement opportunities.

2.3 BOUNDARY REVIEW

The appraisal identified that the existing boundary was generally a good reflection of the area of special character. Accordingly no changes are proposed to the designated area.

RECOMMENDED ACTION: The Council will seek to continue to review the boundary of the conservation area in accordance with Best Practice and guidance on the management of the historic environment.

2.4 BUILDINGS AT RISK

Generally, the buildings in Bridge Road are well maintained although some of the commercial properties do require repairs or improvement. However there were no obvious 'Buildings at Risk' at the time of the survey (June 2005). The Council will monitor the condition of the statutory listed buildings in the conservation area and where a listed building is threatened by a lack of maintenance or repair, the Council will use the available statutory powers to force the owner to take action.

The Council also has powers to secure the preservation of unlisted buildings in the Conservation Area by using Urgent Works Notices in a similar way to listed buildings (Section 54), although in this case, the Secretary of State's permission is required. This is of particular relevance where a building is important for maintaining the character and appearance of the area. The Council may carry out such works as are necessary in default and recover the costs incurred from the owners.

RECOMMENDED ACTION: The Council will seek to monitor the condition of all listed buildings, report findings and advise action, as necessary. Where the condition of a building gives cause for concern, appropriate steps will be taken to secure the future of the building, including the use of statutory powers. The Council will monitor the condition of other unlisted buildings as resources permit.

2.5 DOCUMENT REVIEW

This document should be reviewed every five years in the light of the Local Development

Framework and emerging government policy. A review should include the following:

- A survey of the conservation area and boundaries;
- An updated 'Heritage Count';
- An assessment of whether the detailed management proposals in this document have been acted upon, including proposed enhancements;
- A Buildings At Risk survey;
- The production of a short report detailing the findings of the survey and proposed actions and amendments;
- Public consultation on the review findings, any proposed changes and input into the final review.



The River Mole, looking north-east from the bridge

I INTRODUCTION

For most new development within a conservation area, applicants for planning permission should provide a 'Design Statement', to justify the design decisions that have been made as the scheme was developed and to show how the new building relates to its setting or 'context'.

The general principles for new development are that it should not overlook or dominate neighbouring properties; lead to an unacceptable loss of garden space (particularly that between neighbouring properties); result in the loss of historic plot boundaries; or overwhelm the original building.

2 CONTEXTUAL DESIGN

All development, but particularly in conservation areas, must respond to its immediate environment, its "context", in terms of scale, form, materials and detailing. Most of the development opportunities within the conservation area will be on small, enclosed sites where the "context" - the surrounding buildings and the form of historic plot development - may be obvious but still needs to be acknowledged. The following are general principles which should be adopted for all development in all parts of the conservation area:

Urban grain

The 'urban grain', or form, of historic development has been described in Part I of this document. It varies accordingly to location, with continuous terraced frontages at the southern end of Bridge Road on the east side of the street, and a looser grain elsewhere.

This urban grain is an important part of the character of the conservation area and should be protected. Proposals for new development must include a detailed analysis of the locality and demonstrate that there is a full appreciation of the local townscape and how it has developed, including prevailing building forms, materials and plot ratios. This is particularly important on backland sites where new development potential is very limited, and must always be secondary in character to the more important primary buildings facing the main street.

Scale

The appraisal identified that development in the area, with the exception of isolated examples of public buildings, has a modest domestic scale. Scale is the combination of a building's height and bulk when related to its surroundings. However, some modest changes in scale may actually be advantageous, as this reflects the variety of form along the street. For such schemes, the applicant should provide accurate elevations of the surrounding buildings, showing how the new development will relate to them.

In practice, it is the combination of scale with layout, landscaping and other factors which determines the quality and "feel" of new developments. Developments which have a detrimental effect on the character of the conservation area will be resisted. Part I of the document explains the historic development of the area and new development must recognise the differences in building form which can be attributed to different periods.

Height and massing

Within the conservation area, a number of buildings are already prominent because of their height and massing, particularly the Police Station and former King's Arms Public House. Domestic buildings are historically of lesser importance within the townscape and new development should reflect this hierarchy. Generally, the height of new development should match the adjoining buildings, although allowing for the inevitable variations in height and bulk which are natural to historic towns. In Bridge Road this generally means two or more rarely three storeys, with lower heights in backland sites.

Massing is the combination of the scale of the development, its layout and its site coverage. For larger schemes, poor massing and over-intensive development leads to the creation of over-shadowed areas, with poor quality spaces between the buildings. These create a threatening environment for pedestrians and reduce the opportunities for good quality landscaping. However, the majority of redevelopment sites in the conservation area will be on very small, infill sites and the issue of massing is less relevant than scale and height.

Appearance, materials and detailing

The emphasis in any new development or alterations must always be on the need to provide a high quality of design. This can be innovative modern design, providing a contemporary statement, or more generally, a traditional design solution. Positive change in historic townscape can provide vitality and interest to the streetscape and designation as a conservation area and the presence of listed buildings should not stifle well thought out, modern design. However, all new development in the conservation area should carefully consider the prevailing form of existing development, taking into account scale, density, height and massing. These elements may be used to set out the basic form of the new building(s), including roof shape, roof pitch, height, depth of plan and, most importantly, the relationship of the new buildings to existing surrounding buildings and to the street. Once this basic framework has been established and the general form and siting of the building agreed, the actual appearance of any new building may be either traditional or modern, providing some opportunities for a good designer to experiment with new materials and details. In all cases, a Design Statement should be submitted.

Where a more traditional approach is appropriate, the Council will expect new buildings which are designed in a similarly traditional form within the conservation area to be detailed in a manner appropriate to the historic setting. Roofs should be pitched and covered in plain clay tiles or natural slate. Dormers and rooflights should be avoided, unless modestly sized and away from the public viewpoint on secondary elevations. Chimneys may sometimes be required in certain locations to maintain interest at roof level or reflect rooflines in the vicinity.

Walls should usually be faced in brick, or more rarely tile hanging or painted render. The inclusion of small decorative details, such as string courses, shaped cills or lintels, recessed panels and other features can add interest and a sense of place but must be based on local precedent and used correctly.

Windows should be timber, painted not stained. Their design should reflect traditional local styles, usually vertically sliding sashes or side hung casements. If windows are to be double glazed, then these must be carefully designed. Avoidance of glazing bars, which can otherwise appear to be over dominant, can assist in achieving

a satisfactory solution. Consideration should be given to alternative ways of complying with Building Regulations if traditional windows are to be used. In all cases joinery details must be submitted with the planning or Listed Building Consent applications. Modern top-hung lights and modern materials, such as plastic or aluminium, are generally unacceptable in the conservation area, particularly where the new building abuts a listed building or faces a principal street. Front doors should also be painted timber, again reflecting local historic styles.

Design check list

All new development in the area should seek to:

- Achieve continuity in street frontage building lines, either set on the back edge of the pavement (in the case of shops) or behind shallow front gardens or forecourt enclosures;
- Maintain the historic pattern of development by respecting the historic grain associated with historic plots and the historic morphology of development in the immediate area, by retaining spaces between buildings which contribute to local character;
- Complement the human scale, height and massing of historic development in the immediate streetscape and the wider conservation area;
- Reflect the proportion of solid to void found in the elevations of traditional buildings and employ robust detailing, avoiding fussy or gimmicky use of applied features or detailing;
- Respect the historic hierarchy of development and detailing between principle and secondary street frontages, and within plots between frontage and rear elevations;
- Conceal any parking or servicing areas behind built frontages of appropriate scale, or by the sensitive use of hard and soft landscaping to provide screening;
- Reinforce local identity by the use of the traditional materials used in the conservation area;
- Re-use traditional buildings which contribute to townscape quality.

APPENDIX 2 HISTORIC BOUNDARY WALLS IN EAST MOLESEY

1 INTRODUCTION

East Molesey, especially within the conservation areas, is characterised by the presence of several old brick boundary walls, which were surveyed and recorded as part of the appraisal process. These significant structures are generally between 2 and 2.5 metres in height with some exceptional examples of even greater height. They are recognisable by the rich colour and texture of their brickwork and they can be seen within private gardens and occasionally along street frontages, where they define old landholdings and boundaries. East Molesey has many decorative brick front boundary walls dating from the 19th century and later, but for practical reasons this survey was restricted to walls of the 18th century or earlier.

Early boundary walling in East Molesey therefore dates to two main periods:

- (i) 16th century walls built around old Matham Manor and elsewhere associated with the late medieval deer park of Henry VIII;
- (ii) The 17th and 18th century boundary walls constructed around small country houses and their grounds including Grove House, Sandra House and East Molesey Lodge.

2 DATING THE WALLS

It is sometimes possible to attribute approximate dates to brick walls based upon the type of bond and the size and condition of the bricks. English Bond predates the use of Flemish Bond, which was not used widely until the later 17th century. Early bricks were shaped differently to those used today and during the later 19th century. They were usually shallow and had no 'frog'. Although some walls are partly built using English Bond, most of the examples in the area have been raised and renovated using a variety of bonds over the years. The lower parts of these walls may therefore be significantly older and their age may be difficult to establish with any confidence. For example, a wall within the garden of no. 144 Bridge Road is inscribed '1783' with a contemporary mark. The condition of the wall suggests that it is not within the oldest category of walling in the area, but falls within the later period of walling included in the survey record.

3 ALIGNMENT OF OLD WALLS

Although there is corroborative evidence to support the existence of some of the walls on early maps, none are specifically marked on any of the post-1800 maps held in public collections. The surviving walls were therefore identified by survey and related back to features recorded by historic cartography. There is evidence that several walls in whole or part have been subject to demolition recently and in some instances the original alignment has been assumed from the surviving evidence.

4 TITHE MAPS AND ENCLOSURES

There are no surviving tithe maps for the East Molesey area. The earliest accurate map is the enclosure map of 1821. This map is available for inspection at the Surrey History Centre in the form of a printed reproduction.

An earlier map produced by Joseph Hodgkinson dated 1781 not only shows the original plan of Matham Manor but also indicates considerable (but unfortunately almost illegible) ownership information. Other earlier maps, such as Parr and others, cannot be regarded as accurate.

5 LAND OWNERSHIP

The enclosure map of 1821 indicates that, by the early 19th century, land in the Bridge Road area of East Molesey was largely owned by 'His Majesty', George III (1760-1820). Together with the other landlord, Lord Hotham, the Crown held most of the land in the Molesey area to the south of the River Thames. Prior to enclosure, East Molesey was part of Henry VIII's vast deer park, emparked in 1535 and extending as far as Weybridge and Byfleet. The Molesey manor houses and a few other small estates and minor country houses were retained and incorporated into the park. It seems probable that some of the older walls date from this period. By 1545 the cost of securing the park from poachers had become excessive and residents were complaining about their loss of rights. On the death of the King in 1547, the deer were removed to Windsor. Following the closure of the park, several large houses were built in the vicinity. Sadly, in quite recent years most have been demolished but several of their boundary walls dating from the 17th and 18th century survive.

6 ROADS AND ACCESS

Historically, public access and circulation through the area would of necessity follow the boundary walls of the major estates. The ford at Tanners Bridge, so named after the tannery established in the houses now confusedly called 'The Old Manor House', adjoining Quilleys Royal, Bell Road, was sited close to one of the earliest river crossings. Bell Road was thus a principal route running past the church, the Bell Inn and the old enclosing walls of Matham Manor.

7 THE PRINCIPAL EAST MOLESEY ESTATES

The Manor house of Molesey Matham

The remaining manor house is now known as no.6 Matham Road. Prior to the 19th century, the manor house was much larger with an avenue of trees leading down to the River Mole, as depicted on the map of 1781 by Joseph Hodgkinson. The extensive grounds of the manor appear to have been enclosed (at least on the landward side) to protect the grounds from deer and aristocrats hunting with the park land. Sections of these high walls survive and can be seen in Bell Road and on either side of Matham Road. It also appears that this walling continued across what is now the terrace of cottages in Bell Road, opposite the Bell Inn.

Grove House

Grove House formerly stood on the present site of Grove Court, a cul-de-sac. It was constructed in the 17th century, but demolished together with its old front boundary walling in the 20th century. Most of the original boundary walling survives and encloses the back gardens of modern housing.

Sandra House and Radnor House

Both houses were sadly redeveloped in the 1970s to provide social housing. Sandra House formerly had a long garden extending along the east side of what is now Hansler Grove. The enclosing walling still extends along the ends of the gardens. The lower part of the wall is eighteen inches thick and is constructed in English Bond, suggesting the walling was built upon an earlier, possibly Tudor foundation.

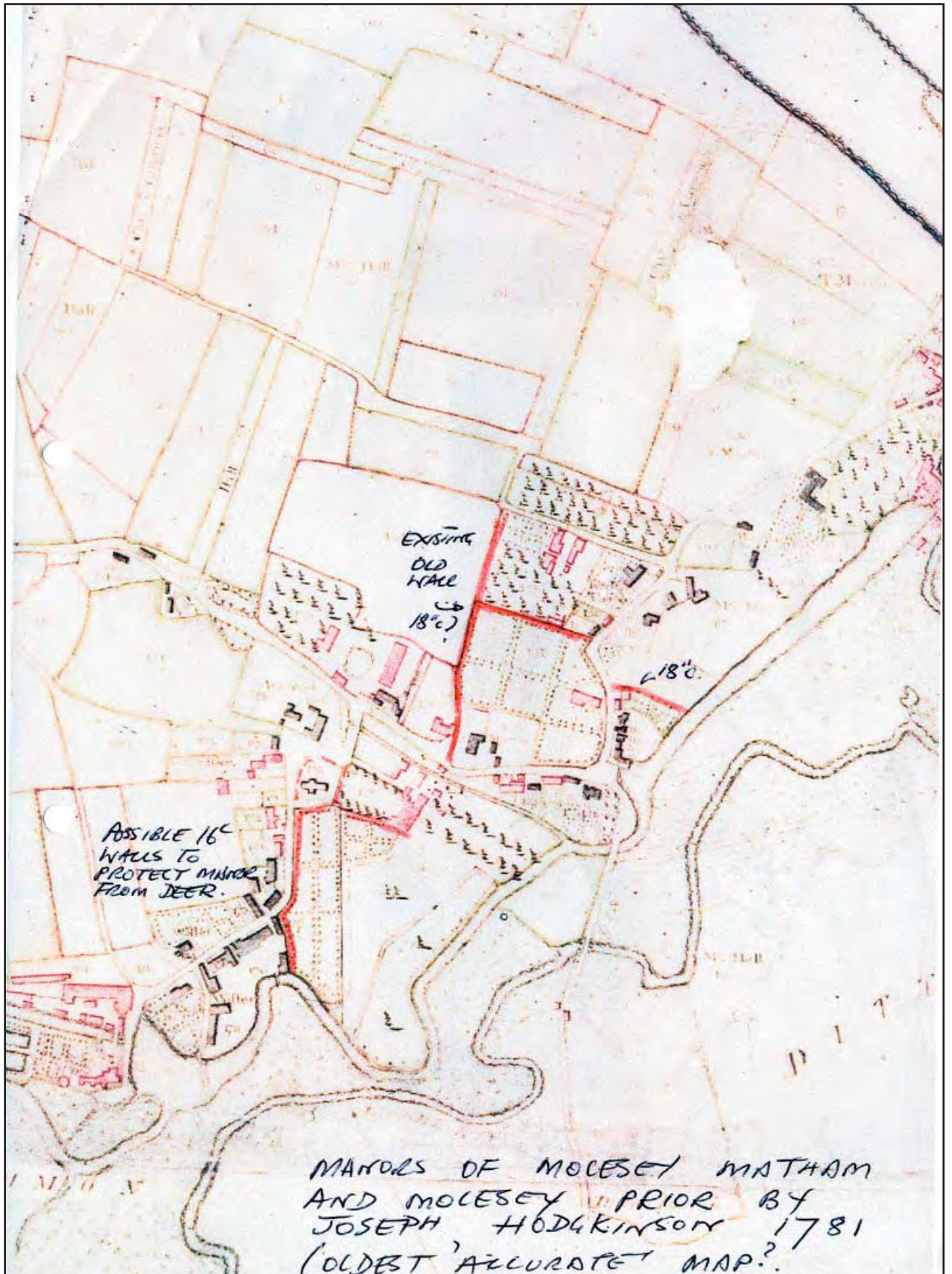
8 REFERENCE MAPS

Early maps including Rocque, Parr *et al*, provide a useful guide only and are not particularly accurate. Other maps include:

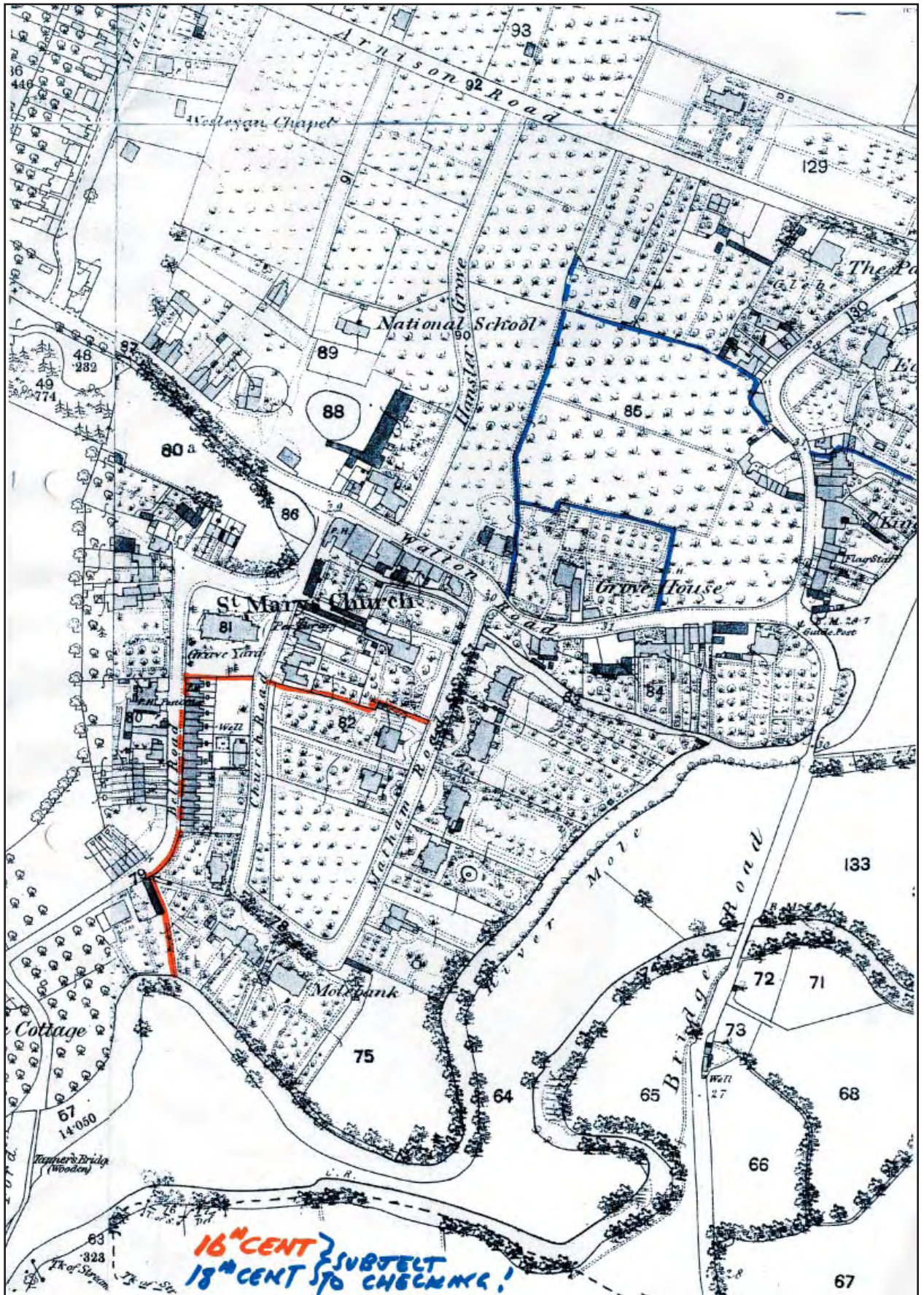
- (i) The 1781 Joseph Hodgkinson map titled '*The manors of Molesey Matham and Molesey Prior*'. This is the earliest accurate map held by the Surrey History Centre, and indicates the manor houses and their boundary walling. The map also shows development along Bridge Road;
- (ii) An 1819 map which accompanies some property sales particulars. Of particular note is the reference to 'Lot 3', the sale of East Molesey Court, now the site of Cedar Road and Kingfisher Court (SHC);
- (iii) The 1821 Enclosure Plan with the inscription: "*Plan of the parishes of East and West Moulsey in the County of Surrey Shewing the Allotments and Exchanges made under the direction of the Commissioners appointed by Act of Parliament passed in the 55th of George the III entitled 'an Act for Inclosing Lands in the Parishes of East Moulsey and West Moulsey in the County of Surrey'*". Edward Driver, Surveyor, Kent Road 182 (Surrey History Centre);
- (iv) 1868 Ordnance Survey map;
- (v) 1895-1898 Ordnance Survey map;
- (vii) 1932-1939 Ordnance Survey map.

Acknowledgement

The above material was researched by Mr.A Osborne of the East Molesey Conservation Area Advisory Committee



1781 Joseph Hodgkinson map. ©Surrey History Service



1868 Ordnance Survey

APPENDIX 3 FURTHER READING AND SOURCES OF INFORMATION

FURTHER READING

Rowland G. M. Baker (1986) *'The Book of Molesey'*

FOR FURTHER INFORMATION REGARDING ALL PLANNING AND CONSERVATION RELATED MATTERS:

Elmbridge Borough Council,
Civic Centre,
High Street,
Esher,
Surrey,
KT10 9SD.
Tel: 01372 474474
www.elmbridge.gov.uk

FOR FURTHER INFORMATION REGARDING LOCAL HISTORY:

Elmbridge Museum,
Church Street,
Weybridge,
Surrey,
KT13 8DE.
Tel: 01932 843573
Fax: 01932 846552
www.elmbridgemuseum.org.uk

FOR FURTHER INFORMATION RELATING TO LISTED BUILDINGS AND CONSERVATION AREAS:

English Heritage,
1 Waterhouse Square,
138-142 Holburn,
London,
EC1N 2ST
General enquiries: 020 7973 3000
www.english-heritage.org.uk

FOR TECHNICAL GUIDANCE:

The Victorian Society,
1 Priory Gardens,
Bedford Park, London W4 1TT.
Tel: 020 8994 1019
www.victorian-society.org.uk

The Society for the Protection of Ancient Buildings (SPAB),
37 Spital Square,
London E1 6DY.
Tel: 020 7377 1644
www.spab.org.uk